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TO

APPENDIX II

(TERRAIN ANALYSIS)

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TERRAIN ANALYSIS

1. **Geographical factors affecting the conduct of military and paramilitary operations.**

- a. Albania is a country of 10,629 square miles, or slightly larger than the state of Maryland. It is mountainous, sparsely populated, under-developed and primitive. The longest dimension from north to south is 215 miles, while the width varies from 40 to 90 miles. It is roughly divided into quadrants by mountain ranges which run from north to south and the Shkumbi River, which flows from east to west. Albania is situated along the eastern shore of the southern Adriatic and the Strait of Otranto. It is bounded on the north and northeast by Yugoslavia, on the southeast by Greece and on the west by the Adriatic. Its strategic importance is due to the fact that it commands mainly, via Saseno Naval Base, the mouth of the Adriatic Sea, which at the narrowest point, the Strait of Otranto, is only 47 miles wide. The nearest Italian town is the port of Otranto. The Greek island of Kerkira lies off the south Albanian coast and the channel separating Kerkira from Albania is only a mile and a half wide at its narrowest point.
- b. Albania is, for the most part, extremely mountainous, with many ranges rising to from 5,000 to 9,000 feet. The north and east central regions of the country are particularly wild and difficult of access. The south is also mountainous, but is less inaccessible. The coastal regions form a low-lying, flat and fairly narrow belt. The flat districts along the coast and areas in the river valleys are fertile. The marginal lowland is sandy or marshy and crossed by powerful streams. South of Vione the coastal lowland disappears and limestone hills approach the shore.
- c. The topography of Albania falls into two clearly marked regions. Western Albania, from Yugoslav frontier to Vione, 3/4 of the way down coast and inland as far as a line roughly joining Shkoder-Tirane-Berat-Vione is a plain area generally below 600 feet, although there are small ridges which rise to 1,000 feet. Much of this plain is marshy and ill-drained land, mosquito and malaria infested. Eastern Albania and the coastal lands south of Vione are mountainous, with peaks rising to 9,000 feet in the north and to 7,000 feet in the south. There are some

lowlands, notably

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lowlands, notably between Elbasan and Lake Ohrid, that are liable to flood.

- d. The main characteristic of the interior is the rugged mountain belt which extends from the lower Drin in the extreme north to the western shore of Lake Ohrid. It is highest in the Lake Ohrid Region and disintegrates into the lower Drin Area. In the highlands there are deep gorges and precipitous slopes and summits about 8,000 feet. In northern and central Albania, from the Buena River in the north to Vlone, the mountain ranges run obliquely south to the coast, which consists of a succession of river mouths and curving bays with alluvial deposits. The shore current, which usually runs north-west, does not operate north of Vlone, thus forming shallows and lagoons which make the approach to the shore difficult and dangerous. The rivers form deltas projecting into the sea, and between them are rocky projections which form such landing places as exist. The Bora winds greatly increase the difficulty of coastwise navigation. From Vlone southward the mountain ranges run parallel to the coast, and the steep rugged slopes drop abruptly into the sea. The coast itself is dangerous for landing.
- e. There are six main rivers or river systems which flow westward across Albania to the Adriatic. These are, from north to south, the Buena, which is the outlet of Lake Scutari; the Drin, largest river of Albania; the Mat; the Shkumbi, conventional boundary between northern and southern Albania; the Seman; and the Vjose. These rivers become torrents during the winter rains and carry much silt into the poorly drained, malarious lowlands. Except for the Drin, which is navigable for small craft for a short distance, and the Buena, by which small ships can enter Lake Scutari, the rivers are not navigable.
- f. There are large lagoons along the coast and many small lakes and ponds that vary in size with the season. The chief lakes in Albania are Scutari, Ohrid and Prespa. Both Scutari in the northwest and Ohrid in the east are crossed by the Albanian-Yugoslav frontier; in Lake Prespa, located a few miles southeast of Lake Ohrid, the Yugoslav, Greek and Albania frontiers meet.
- g. Except for some 60 miles of precipitous shoreline in southwestern Albania, the seacoast is generally low and offshore waters are shallow, with relatively moderate depths for some distance offshore.

h. Albania has

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- h. Albania has two principal, two secondary and three minor ports. The most important of these is Durres, which is situated about 37 air miles south of the Yugoslav-Albanian border. This port is connected with Tirane by a standard gage railway and a modern highway, and with Peqin and Elbasan, about 27 miles and 50 miles respectively to the southeast, by a standard gage railway. Except for Vlone, which is connected with the asphalt mine at Selenice by a narrow gage railway about 19 miles long, Durres is the only port with rail facilities. The second port in importance is Vlone, which is some 60 air miles from the Greek-Albania border, and comprises the port facilities of several towns along the bay. There is sufficient anchorage in the bay for a large fleet. The two secondary ports are Shengjin, approximately 10 miles from the Albanian-Yugoslav border, and Sarande, near the southern tip of the Albanian coast. Shengjin is located on the Gulf of Drin, which affords anchorage for a large fleet.
- i. In spite of the availability of ports and the low coastal region, the mountainous character of most of Albania and its lack of adequate roads and railroads would make any large scale conventional military operations extremely difficult. However, Albania is well suited to guerrilla warfare since its mountain fastnesses and pathless forests offer many refuges for even large bands of men. Supplying guerrilla forces with food and equipment would present the major problem but there are sufficient good drop zones in the mountains to make supply of a sizeable force by air possible. In addition, there are coastal areas which are suitable for clandestine landing operations.
- j. There are numerous beach areas, along the mainland coast between the southern border of Yugoslavia and Kepi Gjuhezes. In general the coastal terrain is composed of large river plains that in places are separated from one another by comparatively high, narrow ridges. Most of these ridges terminate at the sea cliffs or steep hills fringed with rocks. Except for a few beaches situated within small bights or coves along the more rugged portions of the coast, the majority of the beaches front the river plains. Some of the beaches are long, ranging from 3 to 12 miles in length, and the short beaches from 250 yards to nearly one mile in length.

Direct approaches

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Direct approaches to about two-thirds of the beaches are clear, flanked by shoals or rocks; the remaining one-third are obstructed by rock close off-shore or shifting and offshore bars. Nearshore bottom slopes are chiefly sand and range from flat to gentle, with the flat gradient predominating. Most of the beaches are backed by low, marshy, or cultivated river plains that in places are fronted by sand dunes or low sand ridges. Farther inland, behind the plains, the hinterland rises to high, and in some places, steep hills. Exits inland are poor and are dependent mainly upon footpaths and trails. Behind several beaches the marshy terrain is cut by drainage ditches or channels, making exits from the beaches or movement inland even more difficult; however, these exits eventually joint secondary avenues of communications. The following is a description of the most suitable landing beaches: (See Tab A, OB Map)

LENGTH AND USABLE LENGTH	WIDTH: AT H.W.	BEACH GRADIENT: H.W. ZONE	APPROACH
A-			
Concave beach about 7 mi. long; all usable; flanked on S by pier about 390 ft. long and on N by rocky shore of a small peninsula; throughout intermittent streams cross beach.	Varies from 10 to 75 yds; narrowest in S portion.	About 1 on 10; flatter about H.W. zone.	Nearshore bottom slopes flat; 18 ft. depth charted from 700 to 1500 yds off beach; direct approach clear, flanked on S by shifting shoals off Erzen river mouth; bottom mud, changing to sand near shore.
B-			
Bayhead beach 4.2 mi. long; all usable; flanked on NE by entrance to drainage channel and on SW by small peninsula; small intermittent streams cross beach throughout.	Varies from 5 to 30 yds; narrowest portion at center.	About 1 on 15; prob. flatter in NE portion.	Nearshore bottom slopes flat; 6 ft. depth charted about 550 yds. offshore; bottom reported as uneven direct approach clear over shallow depths, flanked on N by shifting shoals off river mouth and on S by shoal area fringing small peninsula; bottom mainly mud changing to sand near water line.

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LENGTH AND USABLE LENGTH	WIDTH: AT H.W.	BEACH GRADIENT: H.W. ZONE	APPROACH
C-			
Concave beach about 12 mi. Varies long; all usable; flanked from 20 on N by dock facilities of to 75 Durres and on S by small yds. rocky headland; beach interrupted by canal and channel at N end; throughout, several intermittent streams cross beach; several bathing piers are located in N half.		Approx. 1 on 30; slightly flatter about H.W. zone.	Nearshore bottom slopes flat; 18 ft. depth charted as averaging about 150 yds. offshore; direct approach to center portion clear flanked by shoal areas extending S and N from flanks; wreck charted 2 mi. SSW of end; bottom mud, changing to sand near shore.
D-			
7.0 mi; interrupted by drainage ditch, several piers; at one point road embankment breaks beach; total usable, 6.5 mi.; rocky coasts on flanks.	Varies between 15 and 30 yds.	Estimated 1 on 10; above H.W. zone about 1 on 25.	Nearshore bottom slopes mild off N half of beach with 18-ft. depth curve 625 yds. offshore; bottom slopes moderate off S half with 18-ft. depth curve approx. 120 yds offshore; flatter gradients exist close in shore; approaches clear over mud bottom grading to sand near shore.
E-			
Convex beach 1.4 mi. long; interrupted at center by stream mouth and in S half by rocks; total usable 1.0 mi; flanked by rocky shores.	Av. 20 yds.	Estimated 1 on 8.	Nearshore bottom slopes moderate; 30-ft. depth curve approx. 220 yds. offshore; approaches clear over sand and mud bottom except for rocks at shoreline near stream mouth and in 300-yd. stretch near center of S half.

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LENGTH AND USABLE LENGTH	WIDTH: AT H.W.	BEACH GRADIENT: H.W. ZONE	APPROACH
F- Concave beach 1.7 mi. long; N half av. N half estimated interrupted by small pier near S end; flanked on S by river mouth and on N by steep hilly shores; all usable.	15 yds. widening to 25 yds. at SW end.	1 on 8; remainder 1 on 5; above H.W. some gradient flatter.	Nearshore bottom slopes vary from steep off N end, to moderate off center and SW end 30-ft. depth curve lies at a maximum of 320 yds. center; approaches clear over sandy bottom.
G- Bayhead beach 3.3 mi. long; Av. 25 yds; Estimated 1 on interrupted in W half by 3 drainage channels from lake behind beach; also by pier near W end; beach flanked on E by river, on W by steep slopes; total usable 3.1 mi.	15 yds. in isolated areas.	1 on 15.	Nearshore bottom slopes moderate to gentle; 18-ft. depth curve av. 200 yds. off most of beach, widening to 300 yds. off E end; approach clear over sandy bottom.

2. Climatological conditions affecting military and paramilitary operations.

- a. The climate of Albania is typically Mediterranean in the coastal lowlands and the littoral region in Epirus, but it is marked by extreme cold in the mountains, considerable variations of temperature, violent winds, and the intensity of the summer droughts. Mean summer temperatures in the lowlands range from 75° to 48° F. Temperatures in the mountains are lower with great variations depending on exposure and elevation. Mountain lakes are often frozen throughout the winter and coastal lagoons sometimes freeze. In certain areas of the coastal plain there is a good deal of fever and malaria due to extensive marshy areas, scarcity of running water and the lack of tidal movement in the sea. Much healthier conditions prevail in the mountain regions.
- b. Albania has a yearly rainfall of about 60 inches, most of which occurs in the autumn and winter. The wet season is from October to April. From June to September there is almost continuous fine weather. Snow falls all over the country but does not remain on the ground except in the mountains. In the highlands winter lasts from October to March and snow covers all the higher ranges until March or April. Knee-deep snow drifts have been reported in May and snow remains on the highest peaks until May or June.

c. In the

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- c. In the north the NE wind known as the Bora blows down from the mountains along the Adriatic coast. This is a gusty, dry and bitterly cold wind, which may persist for 30 days, although its usual average duration is from one to two days. The Bora greatly increases the difficulty of coastal navigation. In the south the other wind of particular interest is the sirocco, a south to south-east wind which blows both in winter and summer. It is less violent than the Bora and normally lasts only for a few hours. It is usually accompanied by rain in the winter.
 - d. From mid-October until May climatic conditions impose considerable restrictions on movement. In the plains travel must be confined to the roads. In the coastal region the plains begin to dry in May but are not properly hard until June, while certain areas of Marshland dry out only in mid-summer and others remain impassable throughout the year. During the rainy winter season all roads are subject to flood and many are frequently impassable to wheeled traffic due to rain and mud. At high altitudes roads may be blocked by snow at any time from the beginning of December to the end of March. The rivers and streams rise rapidly during the rainy season, particularly in the early spring when they are augmented by melting mountain snows, and become torrents. The plain south of Shkoder is often flooded and the Mati River also frequently overflows its banks. Rivers that are fordable in the dry season become unfordable from winter rains, and streams that are dry or easily crossed in summer become impassable or fordable only with great difficulty in winter. Weakly constructed bridges are easily washed away with the volume of water brought down.
3. Disposition of population. and Industry.
- a. Albania has a population of approximately 1,200,000 most of which is in rural areas. The more densely inhabited areas are in the western lowlands a few miles inland from the coast. The most sparsely settled section is in the extreme north in the more mountainous part of the country.
 - b. There are six fairly large towns in Albania. The largest is the capital, Tirane, with a population of 50,000. The other Shkoder in the north pop 34,000, and in the southern half of the country, Korce, pop 24,000; and Elbasan, Vlonea and Durres, each with a pop of 14,000 to 15,000. There are from 15,000 to 20,000 people, most of whom are political prisoners, held in smallish concentration camps scattered throughout the country. Except for the seasonal migrations of herdsmen with their flocks, and trips of farmers to nearby market towns, there is relatively little movement of civilian population.

c. Albanian

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- c. Albanian society has retained a tribal structure, particularly in the north. While it is probable that the tribal organization has been weakened by the present regime, it is unlikely that the main features of the system have been greatly changed. The mountainous and inaccessible character of the country and the lack of transportation and communication facilities prevent any sudden changes in the social order.
- d. Albania is an agricultural and stock raising state, although there are forest resources and mineral reserves, both largely undeveloped because of lack of transport facilities. Approximately 5 percent of the total area of the country is in orchards, vineyards, olive groves and gardens, which are located in the valleys that extend inland from the marshy coast. The natural vegetation of Albania consists of evergreen scrub in the lowlands and hills near the coast; oak forests on the lower slopes and most of the interior, beech forests on the higher and lower slopes and most of the interior; beech forests on the higher and wetter ranges, alternating with pine in the drier areas; and alpine vegetation on the peaks and ridges above the tree line. The most densely forested areas are in the extreme north and the north-central part of the country, but even here there are large scattered treeless areas.
- e. Albania is basically deficient in important industrial raw materials, equipment and technical skills with no industrial installations which would be considered large or important by United States standards. However, under the present Communist regime, emphasis has been placed on industrial development and the Soviet Union has sent technicians and equipment to exploit Albanian Chrome ore, pyrites, copper, bitumen and oil deposits, which constitute Albania's natural resources.
 - (1) Albanian oil reserves were estimated at the beginning of 1951 at about 22,600,000 barrels. Although there is an oilfield near Kruje in northern Albania, most of the oil comes from a triangle west of the mountains between Vlone and Durres on the coast and Devoli in the interior, covering an area of about 75 miles long from north to south and 15 or 20 miles wide from west to east. The oil industry was nationalized in January 1945 and is operated under the current five year plan. A very small percentage of the crude oil, which is inferior in quality, is refined locally, the bulk being shipped to the Soviet Union in a crude state.
 - (2) Chrome ore is found in five regions in Albania:
 - (a) Pogradec, in southern Albania near Lake Ohrid.
 - (b) Klos, in central Albania.
 - (c) Kukes,

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- (c) Kukes, in northern Albania.
- (d) Letaj, on the northern frontier.
- (e) Kosove, to the north of Letaj.

These areas are in the mountains and mining methods are primitive. The estimated production for 1952 is 40,000 metric tons. The capacity is unknown.

- (3) Copper is mined in northern Albania in relatively small quantities, estimated at 1,500 to 2,000 metric tons a year, most of which is exported to the Soviet Bloc.
- (4) Bitumen is mined at Selenice about 20 miles inland from Vlone.
- (5) There is no detailed information on the pyrites production in Albania but it has been estimated that the 1952 output would total 25,000 to 30,000 metric tons, which is exported almost entirely to Czechoslovakia with small amounts going to Hungary.
- (6) The electric power industry in Albania is insignificant when compared with that of other European countries. Because of the limited requirements of industry, the small demand for electrical service in urban centers, and the complete lack of electrification in rural areas, the electric power industry plays a small economic role. The largest hydro-electric combine was recently completed near Tirane and it services Tirane, Elbasan, Shkoder, Durres, near-by villages and coastal defense installations. The electric power industry is highly vulnerable insofar as spare parts and replacement equipment is concerned as all must be imported.
- (7) Albania has no heavy industries, no metallurgical, engineering, or chemical plants, or concerns engaged in the production of armaments, ships, or aircraft. Albanian industry, such as it is, owes its development to the Italians, who provided the capital and technical knowledge for the construction of: flour mills adequate for domestic needs; olive oil refineries at Vlone and Elbasan which produce enough table oil for small exports; soap factories at Vlone, Durres, Tirane and Shkoder; alcohol distillation plants at Tirane, Durres, Korce, Pogradec and Shkoder; and cigarette factories at Korce, Tirane, Durres, Shkoder, Elbasan which supply local needs.

A few

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A few cheese factories manufacture for export; cement is commercially produced in limited quantities; and tile is manufactured on a small scale by primitive methods. Although the present Government's grandiose plans for industrialization may achieve some results, particularly in such fields as consumer goods, textiles, paper, and wood products, the country lacks the capital, the technical know-how and the manpower to achieve any significant industrialization. It is estimated that maintenance of even a low standard of agricultural self-sufficiency, partial exploitation of the country's natural resources, and development of the country's transportation and communications facilities, coupled with the preservation of a large army, will leave little manpower or capital for industrial development.

4. Major

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4. Major communication networks and facilities

a. Albania's transportation and communication facilities are rudimentary in comparison with other European countries or the U. S. There are virtually no air or inland water transport facilities; ports and shipping are of minor importance; and the railroad system is limited to three short, single-track lines. There is one primary road, with connecting secondary and tertiary roads.

(1) Albania's railroad net is composed of two standard gage single-track lines which connect the port of Durres with Tirane, about 20 miles to the east, and Elbasan about 50 miles to the southeast, and a narrow gage line which connects Valona with the asphalt mine at Selenice, 19 miles to the northeast. The approximately 21 mile section of line between Pegin and Elbasan was opened with great ceremony in December 1950. The railroad traffic is irregular and although schedules are published trains actually keep no fixed schedule. All of the rolling stock is in poor condition.

(2) Albania has no highway network by U. S. standards. There is one primary road which runs from north to south along the coastal plain. A series of secondary and tertiary roads lead from west to east across the mountainous interior and connect with a north-south road in the corridor formed by the valleys and basins of eastern Albania. Surfaced highways cross the Albania-Yugoslav frontier at eight points and the Albanian-Greek frontier at four. The principal towns are connected by roads passable for motor traffic, but there are few alternate routes. In the northern mountain areas the roads are, for the most part, unsuited for wheeled vehicles and traffic is by pack horse or donkey. Improved roads total about 1,600 kilometers, of which roughly 600 are asphalt surfaced. The remainder are surfaced with crushed stone, sand or gravel rolled over a stone foundation. There are no data available on the extent of unimproved dirt roads, forest roads and trails. During the wet winter months all roads are subject to floods and washouts and are frequently impassable.

(3) Although there are nine airfields or landing grounds in Albania, the airfield at Tirane is the only one known to be in serviceable condition and in use. There is no regular civil air transport traffic in Albania at present, although there is some irregular Soviet air traffic.

(4) There are six main rivers or river systems which flow across Albania to the sea. With the exception of the Drin, which is navigable for small craft for a short distance, and the Buna, by which small ships can enter Lake Scutari, the rivers are not navigable.

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(5) Only two of Albania's seven ports are of economic importance, Durres and Vlone. Durres is the principal port and the command headquarters and principal operating base for the small Albanian Navy. Albanian ports are generally deficient in cargo handling equipment and the combined capacity of all seven ports probably does not exceed 4,000 long tons per day. Traffic consists primarily of domestic coastal trade and small shipments to and from the Soviet Union and the satellites.

b. Telecommunications facilities serve primarily administrative, security and military purposes, and their private use is merely incidental. The facilities consist of wire networks, a small number of radio communications stations, one broadcast station with four relay stations, submarine cables, and a limited number of radar stations.

(1) The wire facilities can serve most of the country. The main lines are restricted chiefly to the narrow coastal plain, the rest of the country being thinly covered. All major cities are connected by wire lines that branch off to smaller towns and villages not located along the main routes. Radio communications stations, with the exception of the large station in Tirane for international traffic, are of minor importance. The service provided by the wire facilities probably is barely adequate for small requirements imposed on the networks. The quality of service is said to be good between places having direct wire communications and poor over long distances because of inadequate repeater facilities.

(2) All telecommunications facilities are owned by the state in Albania. The fact that it is state owned and operated assures its immediate transfer to the military in an emergency, but the system is weak and cannot provide adequate communications for modern military operations. The one main wire, which runs close to the Adriatic Coast, connects northern and southern Albania; it could provide communications facilities to an army defending the country against landing operations. The rugged eastern half of the country is poorly supplied with communications facilities. There are no known stockpiles of telecommunications equipment.

(3) The Albanian telecommunications system is highly vulnerable. The destruction of a few key exchanges and repeater stations would completely disrupt the wire networks. All exchanges are connected by overhead lines. The fact that the lines consist of open wire renders them susceptible to sabotage.

(4) The PTT's wire system provides service to all administrative centers and towns lying on the main lines, with lateral connections branching off these main lines through single circuits. The telephone and telegraph systems are closely integrated, with telephone circuits superimposed on the telegraph lines; the only

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two non-superimposed telephone circuits link Tirane and Durres. From Tirane, the PTT system is administered through nine administrative centers located in Berat, Durres, Elbasan, Gjinokaster, Korcha, Kukës, Peshkopi, Shkoder and Vlone. Very few private persons have telephones; only people in principal cities have ready access to telecommunications. The civil system consists of about 50 telegraph stations and 60 telephone exchanges.

a. Ports

DURRES. Lat 42° 19' E., Long. 19° 28' E. Alt. sea level to 200 ft.

Capacity: West Mole, three berths 492 feet, in 20 feet depth; North Quay one berth of 350 feet, in 20 feet, one of 200 feet in 12 feet; East Mole one of 350 feet in 20 feet; capacity, six ships of 10,000 tons.

Discharge is mainly by ship's appliances, alongside West Mole, at wharfs and North Quay, and into lighters; estimated daily capacity 1,500 tons on the quays, and 450 tons by lighter; not more than 1,500-2,000 tons could be cleared daily by road.

There are warehouses and stacking space on West Mole and North Quay. Coal has been stored at the North Quay. The Petroleum store (7,000 tons) is at the East Mole, with pipe-line from seaward end. Inland oil stores are at Arapaj and Shijak. There are no docks, slips, or repair facilities. The whole port area is enclosed by a wall, with two gates: (a) at the South end of North Quay, (b) about 110 yards farther east. Men and stores may be landed at the quays and adjacent beaches east and west of the port; vehicles at the beaches.

VLONE. Location: Lat. 40° 28' E., Long 19° 29' E.

Capacity: Twenty to twenty-five ships of from 5,000 to 15,000 tons can anchor in the roadstead. On the West side of the western jetty there is a berth 200 feet long in 12 feet of water. Quays - the eastern jetty is 630 feet long and varies from 25 feet wide (first 450 ft.) to 30 feet. For the last 50 feet the depth alongside is 12 feet. A narrow-gauge rail-track runs along sides of the rough stone roadway. The whole is built on concrete piles with heavy timber road bearer. Capacity is about 30 tons an hour, or 300 per day, at each jetty, and this amount can be cleared by road. Ships can anchor as near the two jetties as depth of water permits. Ships can come alongside, however, only at the western jetty.

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This western jetty is mainly used for asphalt, and the eastern for general trade. Both are served by a decauville railway carrying only small trucks.

d. Principal Albanian Airfields (NIS 20) (see Tab A)

ARGYROCASTRO (ARGIROKASTER)	40 05 N 20 09 E
BERAT/KOCOVE	40 47 N 19 54 E
DURAZZO/SHIJAK (DURRES/SHIJAK)	41 20 N 19 33 E
ELBASAN	41 06 N 20 03 E
ARGYROCASTRO (GJINOKASTER)	40 05 N 20 09 E
KORITZA NORTH	40 38 N 20 47 E
TIRANA (TIRANE)	41 20 N 19 48 E
VALONA (VLONE)	40 28 N 19 28 E

Argyrocastro Airfield lies in valley, with 1300' hill just NE and E, and 5000' - 7000' mts. 5 mi. E.W. It has no current operational or target significance. Its only significance is that it is one of very few airfields serviceable in Albania. It is the most southerly field, lying near the Greek border. It is suitable only for conventional fighters and similar aircraft and is not suited for expansion. Runway dimension none - Fill irregular, Sand and gravel - capacity unknown. 3900' NW/SE, 2100' ENE/WSW.

Berat/Kocove - This field, one of 4 in Albania with short, hard-surfaced runways, has little significance, but with development of facilities could serve for sustained fighter operations and for coastal patrol and intercept. It is suitable for expansion. 3600' x 240' NW/SE, Concrete: repaired.

Durazzo/Shijak - This field, one of four in Albania with short, hard-surfaced runways, has no current importance. It is non-operational, the runway may not be fully serviceable after war damage and it possesses virtually no installations. With development, it could afford protection to the coast, and it is considerably extensible. 3300' x 240' NNW/SSE - Concrete, Runway has 800' overrun NNW.

Elbasan - Elbasan has no current importance. It is one of 3 afds in Albania with a natural surface considered serviceable, and it has been reported projected for development. Even with extension, however, it is believed it would be suitable only for conventional fighters and similar aircraft.

Koritza North - No current significance. At best, with installation of facilities, it would sustain fighter and similar-type operations. It is suitable for extension despite rugged terrain nearby, and it is well situated for operations against Yugoslavia and Greece - it is the most

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easterly field in Albania. 3120' NE/SW - 2220' NW/SE - no information on capacity.

Tirana is the most important airfield in Albania. It is the only operational, and best-equipped, airfield in the country, and it provides the only USSR - Albania link except for a long water route. It is suitable for fighter, ground attack, light bomber and transport aircraft, and is suitable for considerable development. 3900' x 270' NW/SE concrete reconditioned - 35,000 pounds capacity, Extensible 1400' minimum.

Valona - Although possessing the longest hard-surfaced runway of four in Albania, Valona is of little current importance. Installations are primitive, operational facilities are lacking, and the airfield is vacated. It could, with improvement, serve as a fighter, ground attack, or light bomber base, and its coastal location makes it ideal for patrol and intercept. It is suited for considerable extension. 4200' x 220' NW/SE. Asphalt topped concrete.

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